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H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,941 號壹拾肆百玖千壹萬壹第 日陸十式月十年期十二精光 HONGKONG, TUESDAY, NOVEMBER 25TH, 1902. 式有禮 號伍十式月壹十年式零百九仟壹英港香 PRICE, \$2 PER MONTH

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A CHOICE WINE FOR CONNOISSEURS.

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ESTABLISHED 1841. [a45]

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This World-renowned
Fine Old HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong from their Agents—
SIEMSSSEN & CO.

Hongkong, 1st January, 1901. [a47]

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Finest Scotch Whiskies

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TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to NIGHT CARS.

45 p.m. & 9 p.m. 8.45 to 11.15 p.m., very 1 hour.

SUNDAYS.

6.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.15 a.m. Every 10 minutes.

11.15 a.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

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SPECIAL CARS by arrangement at the Com-
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JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st October, 1902. [a202]

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CYCLE
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The pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
BOWD" or "MONOPOLY" CYCLES,
and would supply Fixtures of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enquiring a Specialty.

MCARDY & CO.,
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Hongkong, 4th April, 1902. [a234]

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CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).

Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a230]

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12 SHOT REPEATING, CALIBRE .44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamer.
ALSO CARTRIDGES IN STOCK.

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Their Brands are favorably known all over the World.

The following are some of their Stocks with the underlined:

SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$22 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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&c., &c., &c.

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SALT HERRINGS (in small kegs).

SALT SALMON BELLIES (in small kegs).

SALT EXTRA FAMILY PORK (in small kegs).

SALT GERMAN PICKLES (in small kegs).

SAUERKRAUT (in small kegs).

BONELESS CODFISH (in 2-lb. blocks).

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IEROY.

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KRUG.

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Hongkong, 14th November, 1902. [a36]

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CHRISTMAS NUMBERS—GRAPHIC,

ILLUSTRATED, LONDON NEWS,

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NAUTICAL ALMANACK 1903. [33a]

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THE BEST OF EVERYTHING

IS GOOD ENOUGH FOR MOST PEOPLE. BELOW ARE A FEW THAT STILL
LEAD ALL OTHERS:

"SCOTLAND'S BEST,"

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"CROWN BRAND STONE GINGER BEER,"
AND "CARBOLACENE."

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Clothing made to fit to perfection. Silk
Goods of all kinds. Chinese Grass Cloth and
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CENTRAL (South side) Hongkong, 6th September, 1902. [a238]

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A. S. WATSON & CO.,
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As usual at this season of the year we are
offering for sale a

SPECIAL SELECTION OF THE
PUREST AND BEST

CONFECTIONERY

from the simplest quality to that of the
most recherche description imported from
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INTENDING SENDERS OF

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will find in our stocks a TASTEFUL,
PLEASING and Refined ASSORT-
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LIMITED,

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ESTABLISHED A.D. 1811.

possibility of temporary failure of the Navy to keep the Channel clear." This simply means that Mr. Bradford wants to direct money from Naval purposes to the Army. It is our duty to keep our fleet in such a state of strength and preparedness that there shall never be any question of our ability to keep the Channel clear. This is a vital condition, and the condition on which our existence as an Empire depends. Sea power all over the world is the first and most vital condition of the continued existence of the British Empire. Mr. Bradford may indulge in scornful remarks on what he is pleased to consider the extreme naval school. If there is such a school, let himself and his colleagues expose and tear to shreds its mistaken views and show that the Government is solely guided by the light of reason, not by party traditions.

One of the first needs of Imperial defence is an efficient Intelligence branch, a department of the Navy. How do we stand? There are fifteen officers employed in the Intelligence Department of the British Navy and the cost of the Department is £10,629 per annum. The last Naval Estimates amounted to over £32,000,000. The Intelligence Department of the German Navy employs eighteen officers and the total estimated expenditure for the current year on the German Navy is a little over £10,000,000 sterling. That is to say that Germany employs more brains in the proportion of eighteen to fourteen for Intelligence purposes than we do, though our requirements are infinitely greater. It is possible that the cheese-paring tendencies of the Treasury may be the cause; if not that, what can it be? Practical naval officers at the Admiralty, who know what accurate intelligence means, would not be likely to send off or curtail the supply which money can procure, unless pressure was exercised from somewhere.

The pages of *Naval Administration 1827 to 1852*, by Sir John HENRY BRIDGE, who was for many years Chief Clerk of the Admiralty, throw a curious light on the inner working of the Admiralty which will no doubt be duly noted by students of naval defence. "History clearly indicates that for the last two hundred years Great Britain has always exhibited an astonishing unreserve for war, though constantly involved in hostilities. The late Boer war has accentuated the fact with regard to the Army. Heaven help us if the same should prove true of the Navy! The great consoling fact brought out by the war is that the spirit of the men has not degenerated, raw recruits and youthful subalterns having exhibited the most splendid courage under all circumstances, so that we may be certain our raw material is of the first quality, only lacking training and instruction on national lines. Fortunately there is no divergence of opinion between the responsible officers of the Navy and the Army as to the respective duties of each service in the matter of defence. The great stumbling block is the War Office, with its bumbling traditions and out-of-date procedure, its commissions and committees of enquiry that never settle anything, and its carefully built up possibility of fooling Parliament and the public on any given subject by red tape and circumlocution. Take the paramount question as a recent instance, or our own Jubilee Road—a small, but significant. No blame can be attached to individuals, for every soldier can plead the first canon of Military discipline: "Orders must be obeyed"—under all circumstances. Besides, the blame does not rest with the soldier element so much as with the traditions of party government and a procedure, in an age and state of society now happily numbered among the things that were. Still the cumbrous War Office remains with its lamentable tale of failure and unreadiness. Let us hope that the efforts now being made will result in placing it on an up-to-date footing, and that never again will it have to hear the reproach of such a thing as the famous telegram "Unmanned men preferred."

A writer in the *Quarterly Review* for August has remarked that the defects which the South African War has shown to have existed in the Army are all found to a great degree in the Navy and that our Naval organisation exhibits the same want of clearly defined responsibility as our Military, if indeed it be not actually worst. There is no General Staff in which power and responsibility go hand in hand; there is, however, the same vicious arrangement of an Intelligence Department divorced from authority and starved. Every precaution, indeed, seems to have been taken to prevent its views reaching the Cabinet. The head of the Department communicates them to the First Sea Lord, the First Sea Lord passes them on to the First Lord, and the First Lord, who has no expert knowledge, in turn places them, if he feels so disposed, before the Prime Minister. Now that sort of thing is not conducive to Imperial defence and, if true, should be remedied at once—a matter no doubt easier said than

done. But we have Admiral Lord CHARLES BERESFORD, Captain PERCY SCOTT, and a few more like them coming on, and these patriotic men must and will be backed up by the people in their efforts to set matters right, in spite of all official snubs and cold shoulder. All honour to His Majesty the King who has shown very conclusively what he thinks of such men as Captain PERCY SCOTT.

One of the greatest misfortunes of the naval profession is the diversity of opinion which prevails in the higher ranks on almost every possible subject. At the United Service Institution in an open discussion it is hardly possible for one distinguished naval officer to propose anything without being flatly contradicted by another and no reasonable argument put forward; and we have heard old salts give as the reason an old saying of scame, "different ships different fashions," which probably does not apply to the routine which is the same in all British men-of-war but to the different trials of thought engendered by the leading minds in different vessels. Lord CHARLES BERESFORD resigned his seat on the Admiralty Board on the question of the strength of the fleet and the determined opposition he encountered to his proposal for proper war organisation, and time has always proved his views correct so far.

The Navy League has been attacked by German journals and speakers on the charge that it is creating ill-will between Germany and England. The Navy League is a matter of fact has never sought to accentuate differences between England and her neighbours, but simply to set forth facts as they are, and there is now no doubt that whatever may be the personal inclinations of the German Emperor and his Government, the disposition of the German people is exceedingly hostile to England; they have in fact thrown down the glove to us, to judge by Mr. E. T. MUXER's pamphlet entitled *Los Von England* ("Enough of England"), at which most people will laugh as not representing real German feeling; but the warning will not be forgotten or pooh-poohed because the writer is often incorrect and given to wild exaggeration. Nothing more damning to the good feeling between the two nations has been written for years. Still it furnishes another reason for a proper system of Imperial defence and for the establishment of a naval dockyard on the North-Eastern coasts and the equipment of a permanent North-Sea squadron. Doubtless our statesmen have a very fair appreciation of the situation of Germany like a nut between the crackers and will play the cards accordingly; but forewarning is foreseen, and we can never tell what complications may arise.

The only cases of communicable disease reported in the Colony last week were two of tertian fever—one European and one Chinese.

The visitors to the City Hall Library and Museum last week were 241 non-Chinese and 137 Chinese to the former, and 47 non-Chinese and 2,091 Chinese to the latter institution.

A football match took place at the Happy Valley last evening between the H.K.C.C. and the *Argonauts*. The Club team was of a very "scratches" composition, and could not hold the *Argonauts*, who won by five goals to nil.

The Canadian Department of Agriculture has prepared an exhibit for the Osaka Exhibition next March. The Japanese Government has set aside a separate building for Canada's exclusive while exhibits from other countries will be shown in what is called the foreign sample building.

Chevalier P. Volpicelli, the Italian Consul, has been deplorably ill by the Italian Government to the forthcoming Oriental Congress at Haikou which is to be held in connection with the Haikou Exposition. Chev. Volpicelli saw a good deal of Tonkin in 1885, during the campaign, and his visit will thus have additional personal interest.

The Superior of the Italian Convent, in token of gratitude to the Parsee Community which has so promptly offered kind assistance in the time of her need, desires to express by this most humble thanks. The benefactors are the following:

H. N. Mody	25
D. S. Dady Burjorji	25
Borjorji Sharopji	25
Almut Rumiullah	25
The Parses Charity Fund	15
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Messrs. Jati & Co.	10
A. H. Ohney	10
Zoroastrian Society	10
Messrs. Talati & Co.	5
Messrs. R. S. Woodwalla	5
S. P. Talati	5
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The Penang Turf Club has drafted a programme for its next race meeting on the 29th and 31st January and 2nd February, with seven events on each day.

Kobe papers contain accounts of the organ recital at All Saints, Kobe, on the 13th inst., by Mr. George Grindle, who returned to Hongkong with his family yesterday.

General Fukushima, the distinguished Japanese officer who has so long been in hospital at Umballa, is able to travel again. He was to leave Hongkong with his staff on the 7th inst.

The paper notes ordered from the Japanese Government Printing Bureau by Vice-roy Yuan Shikai, having been printed, Mr. Li Fang-nan, formerly the Chinese Consul at Kobe, and four other Chinese officials, who were commissioned to take delivery of the notes, have proceeded to Tokyo. The value of the notes is £900,000, and they are intended for circulation in the province of Chihli.

In their efforts to find a suitable means of burning oil-fuel in the furnaces of warships the British Admiralty have arrived at results very similar to those obtained in this direction by the U.S. Navy Board. So far the British experiments have been confined to torpedo craft. Preparations have now been made for trials on a much more important scale. When the Channel Squadron returns to English ports about a month hence the battleships *Monarch* and *Hannibal* and one of the first-class cruisers are to be adapted for the consumption of liquid fuel. The necessary machinery has already been made in the dockyard, and is to be fitted to the after-boilers of each ship. As a result of the experiments made in the destroyer *Sentry*, the Admiralty have decided in the larger vessels to burn the oil by spraying it on a bed of coal.

A correspondent who signs after his name "Captain, 3rd Battalion Yorks," writes to the Times with reference to Mr. Hall Caine's play *The Eternal City*. We take one passage from a vigorous letter:—To hear the Pope insulted is annoying, but to see him represented as a doting Struldberg cannot be tolerated. What would be the feelings of an English Churchman if the Archbishop of Canterbury was introduced as comic relief in a Drury Lane melodrama? What would the Turkish Ambassador think if the Sheik-ul-Islam was portrayed by Mr. Dan Leno in a patter-song at the London Pavilion? How would a Nonconformist appreciate a clownish representation of a Methodist Conference on the sandbank of the London Hippodrome? I think the feelings of those gentlemen would be identical with those of any Roman Catholic who may see Pope Pius X. in *The Eternal City* at His Majesty's.

The *London and China Express* of the 24th inst. writes:—An intelligent Japanese observer happened to be in the Strangers' Gallery of the House of Commons on the opening day (16th inst.) of the reassembling of Parliament, and was a witness of the threatening attitude assumed by Mr. O'Donnell towards Mr. Balfour. What appeared to strike him most was the extreme calm, which was unruffled, of the Premier, and secondly, the fact that no one offered physical violence to Mr. O'Donnell for his behaviour. Had such an incident occurred in Japan, our informant points out, the unlucky wight (Mr. O'Donnell) would have met with severe treatment, as some one, or more, would have certainly launched themselves at him. It would have been too much for the old Samurai spirit that pervades many of the members of the Japanese Diet to have remained quietly seated whilst Mr. O'Donnell threatened force to the Leader of the House.

The semi-official *North-German Gazette* published on the 21st ult., the following note on the position of the European troops in Shanghai:—"The question of the evacuation of Shanghai has, in reference to the tranquillity now prevailing in the Yangtze basin, again come under the consideration of the Powers concerned. It is proposed, on one side, that the evacuation shall take place with the proviso—that that is to be carried out at the same time and in the same proportion by all the parties concerned on the basis of the former agreement; secondly, that a subsequent occupation of Shanghai by one Power should give other Powers a similar right." In order to provide against the latter eventuality and its difficulties as far as possible, the German Government has proposed in amplification of the second point, that China should expressly bind herself not to concede to any Power special military or any other advantages on the Yangtze which conflict with the principles of the open door. The Chinese Government has already declared its willingness to comply with these conditions.

With regard to the Japanese House-tax arbitration question, Messrs. Motono and Renault are still unable to agree. Mr. Motono says the *Nikko Shimbun* (translated by the *Japan Mail*) claims that as incomparably the largest interest involved are Anglo-Saxons, and as the main part of the documents will be in English, an English-speaking judicial expert should be selected. He therefore advanced the name of Mr. Justice Fuller, of the United States Supreme Court, as his first choice. Mr. Renault, however, is equally insistent that a Russian or a German should be appointed. In the event of Mr. Motono and Mr. Renault failing to agree about Justice Fuller, the *Nikko* alleges that Mr. Motono will probably be instructed to propose Lord Alverstone, Lord Chief Justice of England. Japan's action in the matter may justly be applauded by English speaking peoples. It seems to the *Japan Mail*—the view will certainly find general endorsement—that in common fairness the duties of umpire should be entrusted to an Anglo-Saxon judicial expert. According to present appearance, however, the choice will ultimately rest with the King of Sweden.

A telegram dated Simla, November 6, says:—"In Cawnpore City last week only 574 plague deaths occurred, and in the Bombay Presidency only 5,209, thus showing a reduction of 208 and 1,620 respectively."

M. Blanchet, the Director of the Messageries Fluviales Co. and President of the Saigon Chamber of Commerce, died at Saigon on October 28th. He was 48 years of age and a Chevalier of the Legion of Honour.

There is a great demand at Calcutta for Chinese carpenters for Delhi, who are offered five rupees a day and travelling expenses. But they are reluctant to go, as sickness has broken out among those already there.

Quite a sensation was caused in Singapore the other day by reason of an extraordinary rumour to the effect that a telegram had been received from Shanghai stating that the French troops had been ordered to evacuate the town in six hours, or war would be declared against France!

The Crown Prince of Siam, who arrived in New York on the 21st ult., stated that there was no foundation for the report that he was about to become engaged to an American lady. This story is apparently told of every Royal visitor to the United States now.

Major Wood has claimed 5,010 yen under his insurance policy for damage to his furniture on the occasion of the recent fire at Tokyo, mentioned in our issue of Saturday. The claim has been rejected, and development is awaited with interest.

A telegram to Manila, dated New York, November 19, says:—"The War Department has directed that an investigation be made into the facts of the death of the Augustinian friar at Batate, Panay, in 1900. It has been alleged that he was killed by the water-people, but there is nothing to substantiate the allegation. Nevertheless the Department desires a full report on the matter." The *Cablegram* comments:—"He facts in the case, as investigation showed, were that the Padres died of heart disease and was respectfully interred in the churchyard at Pantale Bay. While it was known to the American authorities that he was strongly anti-American, he had not been molested in any way. The insurrectionary element in Panay thought he had aided in natural causes, to the detriment of the American authorities; but failed, as the facts in the case were well known to the natives of the section. The writer was mentioned in the course of the G. on court martial but was not seriously considered. It is presumed that the investigation by the War Department is in pursuance of its manifest policy of being prepared to answer any charges that may be brought against the Army immediately and with a presentation of the facts in each case.

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We learn from Macao that the prepared opium tax stations in the vicinity of the port were removed a few days ago.

PROPOSED S. GEORGE'S BALL.

A meeting of subscribers is called for this day at the City Hall at 5.15 p.m. We understand the lists in circulation have been signed by only some 100 Englishmen, so that as far as the prospects of a ball are anything but gay.

LAUNCH SUNK.

Information has been received that on Saturday morning last the small 60-ton French seiner *Edair* collided with and sank the steam-launch *Jui Keung* off Shung Wu, in Chinese waters. The crew of the launch were saved by the *Edair*, with the exception of one native, who is reported missing.

FALL FROM A FERRY-LAUNCH.

On Sunday night, as one of the Yamuna ferry-launches was crossing the harbour from Hongkong, a Chinese passenger overbalanced and fell into the water in the man-of-war anchorage off Kowloon. He raised cries for help, and a boat from the destroyer *Handy* was quickly launched and saved the man from drowning.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

[FROM OUR CORRESPONDENT]

SHANGHAI, 24th November, 7.15 p.m.

WRECK OF A FRENCH STEAMER.

The French steamer *Enseigne Henri*, 250 tons, was wrecked on Friday between Chefoo and Weihaiwei. The passengers and crew were saved; mails partly lost.

REUTER'S SERVICE.

LONDON, 22nd November.

MR. CHAMBERLAIN'S TOUR.

It is reported that Mr. Chamberlain will visit Cairo for a day or two, also Aden and Mombasa, and further that he intends to take a short trip on the Uganda railway.

"THE LADY OF OSTEND."

Laughter may aptly be described as the music of our lives, and for the song of laughter given to the world in *The Lady of Ostend*, Mr. F. C. Burnand, the author, has an undoubted claim on our gratitude. Best known as editor of London *Punch*, Mr. Burnand has nevertheless gained prominence in the literature of light comedy by the highly interesting productions of his facile pen, and amongst these none ranks higher than that staged at the Théâtre Royal last night by the Janet Waldorf Company. Although Sir Francis Burnand, to give the veteran journalist and playwright his correct title, has for some years past followed the life rather of a literary recluse, his ability has in no way deteriorated, and in the play under review his old easy grip of humorous material, conjoined with the faculty of turning it to the best account, is seen to excellent advantage.

Whilst it may not be said that the author has broken now ground in *The Lady of Ostend*, torn in light comedy as in all other conceptions of the playwright a certain conventional line is observed, and usually as strictly followed, the story is distinguished by what may be termed a series of lucid progressions, which combine with the increasingly humorous situations and the pronounced types of the characters to provide capital entertainment.

From the rise of the curtain and on unbeknown to its fall, the drollery of the comedy is easily apparent to every one, and no mental strain is required to follow with exactitude the varying fortunes of the participants. It may reasonably be assumed that the mission of farcical comedy is to amuse without bewildering, and in *The Lady of Ostend* that mission is creditably achieved.

To glance for a moment at the pieces, which is one of three acts, the action takes place in the house of Mr. Dick Whortles, who, during a previous trip to Ostend, has been caught by the canons in a *tête-à-tête* with an unknown lady on the beach. Impelled by fate, he subsequently takes his wife and mother-in-law to an exhibition of living pictures wherein this particular scene is presented as No. 9 on the card. The result, of course, may readily be imagined, for Mrs. Whortles and the mother-in-law recognise the portrait, and the inevitable trouble follows.

As though the domestic atmosphere were not already sufficiently sultry, the husband of the unknown lady, a pugilist of unmistakable speech and temper, commences a furious quest for the original of the male figure in the picture, and the predicament in which Mr. Whortles finds himself strikes his friends as being extremely ludicrous, as of course it is—to all but the unhappy man himself. Amongst those who rejoice over his discomfiture no one is more hilarious than the Baron de Longueville, whose triumph, however, is short-lived, for the succeeding picture on the cinematograph reveals himself disporting in the sea in company with Whortles's *incurates*, whilst Mr. Carbury, Dick's father-in-law, discovers that he also has fallen a victim to the inquisitiveness of the apparatus.

All these complications provide unlimited merriment for the audience, and the laughter that rings through the house find its echo when the enraged husband of the dicky lady of Ostend wreaks summary vengeance on the furniture in the Whortles's drawing-room, which he reduces to wreckage.

The bare outline of the story can convey only a faint idea of its current of interest, which was admirably maintained in the dramatisation of the Janet Waldorf Company. Interest and close attention waited upon the performance throughout the entire evening, and the applause was continuous and hearty. As to the parts taken by the individual members of the Company, the impersonation of the Baron de Longueville lay in the capable hands of Mr. Norval McGregor, whose ability and versatility as an actor had telling power in his portrayal of "the man with a rattling past." The nature of the part makes it difficult one to depict, but Mr. McGregor's response to the demands made upon him was entirely satisfactory, and earned commendation on all hands. Those who have seen Miss Janet Waldorf as Josephine in *A Royal Divorce* need not be told that on the present occasion she at once impressed the spectators with a renewed sense of her powers by her appearance as *Dorothy Whortles*, a rôle in which she showed to decided advantage in a new line of dramatic enterprise, new, at least, to Hongkong theatre-goers. Throughout the play she acted just as we have come to expect her to act, and imparted to the comparatively colourless part an importance all its own. The adventures of the erring Dick Whortles were finely illustrated by Mr. William Eichett, and Mr. Wilson Forbes as ably represented *Joseph Carbury*, the father-in-law of Whortles, and an individual with a propensity for nocturnal rovings. Mrs. Dow Carrick acted with distinction in the rôle of Mrs. Carbury, and imparted no small force to the action of the piece. The remark applies also to Miss Mildred Yorke, who enjoyed only very inglorious opportunities but used them to the best advantage. The blustering *Tony Crockett*, the husband of the Lady of Ostend, lost none of his idiosyncrasies in his representation by Mr. Jean de Lacey, and the parts assigned to Miss Amy Stanley, Miss Edith Hayes, Mr. Arthur Eitor and Mr. St. Clair Bayfield had ample justice done them.

Regarding the scenery, the Company were in this respect more fortunate than in *A Royal Divorce*, when the limitations of the stage made themselves greatly felt. The scenery used in *The Lady of Ostend* admirably adapted to the accommodation of the theatre, and thus nothing was lost in scenic effect. Yesterday evening's was the first appearance the Company has made in this particular comedy, but despite that fact everything went with the smoothness of the proverbial mill-pound, and the audience, which quite filled the house,

demonstrated its appreciation by the volume of its plaudits. A *ballet* was gradually danced during the evening, the music for which was composed by Mr. Hal. Hartley Campbell, the able director of the orchestra.

The Lady of Ostend will be repeated to-night and on Wednesday night. On Thursday and Friday there will be no appearance of Miss Waldorf's Company, the theatre having been engaged previously for those evenings. On Saturday a great attraction will be offered in the production of Sauermann's famous drama *Magda*. In this play Miss Waldorf will have a fine opportunity for displaying her ability in strong, emotional work, and its presentation will doubtless be looked forward to with great interest. The box plan for the piece will open on Friday.

SUPREME COURT.

Monday, 25th November.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PLEINE JUDGE.)

CHARGE UNDER THE BANKRUPTCY ORDINANCE.

Luk Hang was charged with having committed an offence against the Bankruptcy Ordinance by quitting the Colony when a receiving order had been made against him in bankruptcy with intent to avoid service of the petition.

He pleaded not guilty, stating that he left the Colony on account of illness and not with intent to avoid service of the petition.

The prosecution was conducted by Hon. Sir Henry S. Buckley, Attorney-General, instructed by Mr. F. R. L. Bowley, Crown Solicitor; the accused was defended by Mr. M. W. Slade, barrister-at-law, instructed by Mr. E. J. Griswold, Messrs. Wilkinson & Griswold, solicitors.

The following jury was empanelled:—Messrs. E. J. Libman, A. M. R. Parvin, Jr., A. A. Cordaro, R. W. Houghton, J. T. Prestage, V. C. da Costa, E. G. d' Aquino.

G. H. Wakeman, official receiver, gave evidence concerning the examination of the accused. When he asked him after one of the meetings of creditors why he left the Colony, he replied that he ran away to avoid arrest.

La Fuk Yuen, the interpreter on that occasion, corroborated.

This closed the evidence.

Mr. Slade said he would not call any witness. Before addressing the jury he raised a point of law that when the defendant left the Colony no receiving order had been made against him. The words of the section of the Ordinance under which this prosecution had been instituted were "any person against whom a receiving order is made."

His Lordship overruled the objection.

Mr. Slade then addressed the jury, stating that the defendant had actually returned to the Colony to undergo his examination in bankruptcy.

The jury without retiring, unanimously returned a verdict of not guilty against the accused, who was accordingly discharged.

The Court rose.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held to-morrow, at 3 P.M.

BUSINESS.

1. Financial Minutes. (Nos. 62 and 63.)
2. Questions.—(1) Whether the Government intend to require all Offices above the status of Unpaid Cadets to be guaranteed by an approved Guarantee Society?

(2) Would the Director of Public Works give some explanation of the inequalities of the intermediate system—why many houses, which ought to get the full supply for the advertised period, get little or no water and even that little at a most insufficient pressure? Also, what steps, if any, are being taken to remedy this state of affairs?

3. Questions.—Will the Honourable Director of Public Works inform the Council?

(1) What works are now actually in progress in connection with the scheme for increasing the water supply of the Colony—at Tai Tam? At Taitung?

(2) What will be the addition to the water supply of the Colony from these works when they are completed? and what quantity will be available from them during the winter of next year, in the event of there being at least a normal rainfall during next year?

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to amend The Widows and Orphans' Pension Fund Amendment Ordinance, 1902 (No. 12 of 1902).

2. First reading of a Bill entitled An Ordinance to further amend The Banking Ordinance, 1901.

3. First reading of a Bill entitled An Ordinance to amend The Chinese Hospital Incorporation Ordinance, No. 3 of 1870.

4. First reading of a Bill entitled An Ordinance to amend the Ordinance No. 5 of 1902.

5. Second reading of the Bill entitled An Ordinance to consolidate and amend the Laws relating to Public Health and to Buildings.

6. Second reading of the Bill entitled An Ordinance to amend the Law relating to Employers and S. trades.

7. Second reading of the Bill entitled An Ordinance with reference to Commerce between India and Ships.

8. Second reading of the Bill entitled The New Territories Title Ordinance.

9. Second reading of the Bill entitled An Ordinance relating to the Naturalisation of Aliens.

C. CLEMENTI.
Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Tankin*, with the next French mail, left Singapore yesterday, at 4 A.M. for this port via Saigon.

The C.P.R. steamer *Empress of India* arrived at Nagasaki at 7.30 A.M. on the 13th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 9 p.m. to-day.

The P.M. steamer *Korea*, with mails, &c., arrived at Yokohama on the 24th inst., and will sail from Yokohama on the 26th inst. for Hongkong, via usual ports of call.

The N.P. steamer *Victoria* left Victoria for Yokohama on the 21st inst.

The silk ex the N.P. steamer *Victoria* arrived in New York on the 19th inst.

The N.Y.K. steamer *Kumano Maru* (Australia Line) left Manila for this port on the 23rd inst., and is expected here to-morrow.

The Boston steamer *Shearwater* left Yokohama for Victoria, B.C., and Tacoma on the 23rd inst.

ENQUIRY INTO COLLAPSES OF HOUSES.

KOWLOON CITY ROAD.

At the Vicariate yesterday afternoon the inquiry into the fatal Louise collapse in Kowloon City Road was resumed before Mr. F. A. Hazland, Police Magistrate and a common jury. Mr. F. B. L. Bowley, Crown Solicitor appeared for the Crown; Mr. H. W. Looker, solicitor, represented the architects (Messrs. Leigh & Orange), and Mr. C. D. Wilkinson, architect, the contractors (the Loong Cheung firm).

F. T. H. Hewitt, building surveyor attached to the K.C.C. as it had been in Hongkong since June, 1901. He had inspected these houses in Kowloon City road on the 2nd September, since when he had been there many times. Generally the materials of the houses were not of uniform size. That was caused, he thought, by the fact that they had been got from different people; if different kinds were mixed the construction would be bad, because the bonding could not be properly carried out. The lime used was ordinary shell lime, as used in Hongkong. Such lime was not good. The red earth used in the mortar of the houses was good, probably taken from the hill at the back of the houses. He secured samples on 30th September or 1st October. These samples were given to Mr. Dennis and afterwards analysed. It was very fair mortar. He did not agree with the theory that the collapse was caused by the softening of the mortar by rain. He thought the external walls of Nos. 30 and 32 should have been thicker, having regard to their length. In building a wall it should be carried up at a uniform rate of progress; this part should not be advanced considerably higher than another; the usual specification in Hongkong in this connection was, for three feet. A result of building unevenly would be that the wall would not settle equally and weak places would appear. It took two or three months for a wall to settle. Broadly speaking it was impossible in Hongkong to get a wall built uniformly. The witness went on to give evidence concerning the string courses in the wall. He was of opinion that both the string courses and the corbeling should be of cement mortar. When ordinary mortar was used, these portions of the walls were generally, if not always, bad, owing to faulty construction and bad workmanship. There was no provision in the Ordinance for the employment of cement mortar, but there was such a proposal in the new Building Bill.

Mr. Looker objected to the witness dealing with his evidence with a Bill which was not yet passed and which might yet have amendments made upon it.

Mr. Bowley said he took it that one of the objects of the enquiry was to find out what should be done to improve matters in this connection.

His Worship remarked that the Court was enquiring how the men who were killed lost their lives and whether anybody should be punished.

The witness further stated, in continuation of his evidence, that the spaces from face to face of the walls ought also to be in cement mortar. To make a good job of these walls they should have been filled with cement, especially when brick on edge on one side of the wall met brick flat on the other, rendering proper bonding quite impossible for at least five courses in height. With regard to the specification for these houses, he would not condemn it because it was not provided that these courses should be in cement. He was not prepared to say that before the collapses he would have done better than anybody else. In view of recent experiences he did not think that the specifications were sufficient. The corbeling of the party wall was omitted to allow the passage of a stair. From the whole of these observations he was of opinion that the outer walls of Nos. 30 and 32 were weak from construction of the corbeling and string courses, and this in effect gave one of these walls an outward tendency. This outward tendency was aided by a similar tendency in the party wall owing to the corbeling being omitted on one side of the wall only; these tendencies gradually developed between the building and the day of the collapse and materially contributed to it, the immediate cause being the typhoon wind.

The enquiry was adjourned until Thursday, when Mr. Hewitt's cross-examination will take place.

THE DEVELOPMENT OF CHINA.

According to the *Yoroku Choko*, the Japanese Government has under contemplation the following extensive schemes in China:—

1. To establish a leather-manufacturing and woolen cloth-weaving company at Tientsin to contract for the supply of arms, ammunition, leather goods, bags and shoes, blankets and woolen cloth necessary for a reformed Chinese army.
2. To establish a leather-manufacturing and woolen cloth-weaving company at Ningpo to contract for the supply of arms, ammunition, leather goods, bags and shoes, blankets and woolen cloth necessary for a reformed Chinese army.
3. To contract for the repair of roads, the construction of waterworks, railways, and telephone lines in the cities of Tientsin and Peking, rendered necessary in the improvement of the public communications.
4. To contract for the publication of school text-books and others required for the reform of the educational system.
5. To establish commercial museums at Tientsin and Peking, gradually extending them to the important cities in the interior.
6. Second reading of the Bill entitled An Ordinance to amend the Law relating to Employers and S. trades.
7. Second reading of the Bill entitled An Ordinance with reference to Commerce between India and Ships.
8. Second reading of the Bill entitled The New Territories Title Ordinance.
9. Second reading of the Bill entitled An Ordinance relating to the Naturalisation of Aliens.

AN EXPERIMENT IN CHINA.

Colonel F. M. Randall, commanding 1st Battalion, 4th Gurkhas, writes from Simla to the *Pioner*:

There has just been sent to me a cutting consisting of a letter to the *Pioner* on the question of Gurkhas as Mounted Infantry. Your correspondent says: "I lay it down without the slightest fear of contradiction, that there never has been one single case in the whole history of the Gurkha Army, or of the Gurkha contingent in the Indian Army, when the Gurkha has been used or could have been successfully used as a Mounted Infantryman." I lay it down with a little more than a year ago that I should not be surprised to find that the Gurkha will be used as a Mounted Infantryman. I have not been compelled by personal experience to alter my opinion. Whilst serving in China we received orders to train fifty Gurkhas as Mounted Infantry. I will not conceal the fact that I was utterly averse to doing so, as I was of the same opinion as your correspondent, and believed that the Gurkha could never be turned into a Mounted Infantryman. But I was given no option in the matter. Fifty China ponies were sent to me with Chinese saddles and bridles, and I was ordered to do my best. Now anyone who knows the China pony will understand and readily acknowledge that I could not have well had more surprising animals with which to teach Gurkhas to ride—ridiculous, obstinate, and with no mouths to speak of. In my despair I sent two of my officers to a school of Chinese quartered not far off, and the Russian officers of the school gave us a number of useful hints. Then an officer in the 3rd Bombay Cavalry most kindly and generously gave up a lot of his spare time to help us. He put the fifty Gurkhas through a simple course of riding school, taught them to sit their ponies, groom and shear them, and show them. I did not want more because, after all, Mounted Infantry are simply infantry who can be rapidly transported long distances to spots where Infantry are required to fight, and who can be used for scouting purposes in country suitable for a mounted man.

At first my Gurkhas would climb up the port side of a pony and fall off on the starboard side without more ado; but in a short time they learned to stick on; they learned to manage and look after their ponies; they were able to ride over broken country, and always took part in our bi-weekly eight to ten hours' field days, when I invariably had a skeleton army in a concealed and unknown position which the Mounted Infantry had to find, or part of my Mounted Infantry were themselves concealed, and were taught to make use of the folds in the ground to harass an advance, a retirement, or a column on the march. Galloping up to a given spot they would dismount, and come into action, one man holding four ponies; when ordered to do so they would re-mount and gallop across country to some fresh position.

In a short time not only did my fifty Gurkhas become excellent Mounted Infantry, but they sat their ponies well, and in a soldierly and smart manner. They liked the work and my regiment intimated that they wished to become Mounted Infantry. So well did they learn to manage these brutes of China ponies that two Gurkhas, mounted bareback, would drive a whole fifty ponies in an unbroken mob out to graze in the country. They let them go like sheep, them up and drove the mob back to stables. When the General inspected my regiment at Shauhikwan, he told us our Gurkha Mounted Infantry were the best he had in China. Every regiment of the British Contingent had at that time at least 50 Mounted Infantry. Possibly he may have said the same to the other regiments; that I do not know; I only know he said it to us.

I may as well also state the opinion of the German and French officers. They did not tell my officers or me their opinion, but they stated

IMMIGRATION TO THE UNITED STATES.

COMMISSIONER'S ANNUAL REPORT.

The annual report of the Commissioner of Immigration was made public at Washington on the 18th ult. It shows that of the 647,073 immigrants who arrived in the United States during the last fiscal year (460,000) were made and 182,374 females. Of the entire number of arrivals Italy supplied 178,875, an increase of 42,373 over 1901; Austria-Hungary, 171,089, an increase of 59,599; and Russia 107,347, an increase of 22,000. Most European countries showed an increase, but there was a fall off in the arrivals from Ireland amounting to 4,421, the total from that country being 29,438. The figures concerning Asiatic immigration show a decrease from China of 819, the total being 14,293, and an increase from Japan, of 9,000, the total being 14,293, or 176 per cent. Of the entire number arriving 102,188 were unable to read or write, but 7,403 were under 14 years of age.

Commenting upon this circumstance, Commissioner Sergeant says: "It can be roughly estimated from the foregoing figures how valuable in admitting aliens would be a rending test, as that advocated during the recent session of Congress, which would not be applied to children under 15 and adults over 50."

The total number of aliens refused permission to land was 4,974, or about two-thirds of 1 per cent. of the total arrivals. Of these 3,944 were paupers, 709 had leprosy disease, 9 were convicts, and 275 contract labourers. Referring to the rejection of those coming under contract, the report says: "Although immigration has been largely increased, the number refused admission during the year as alien contract labourers has decreased, as compared with those based upon similar grounds last year, from 3,7 to 2,7. The assumption which might naturally arise from these figures is that successful administration had checked attempts to gain access to the United States in disregard of its provisions, in immodest, in view of the frequency of the complaints which have reached the Bureau on this subject during the year under consideration."

4.

NOTICE:

Communications respecting advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancellation.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Liberator, P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BY a Young Man a position as CLERK. Speaks five languages and is proficient in typewriting and quick at figures.

G. W.

Care of Daily Press Office, Hongkong, 24th November, 1902. [3137]

HONGKONG REGATTA, 1902.

ENTRIES for the Forthcoming REGATTA will be CLOSED on SATURDAY, the 29th inst., at 7 P.M. Sharp.

Entries for the Light Gigs, Men-of-War Cutters, Gigs, and Whalers, will be Post Entries.

FRANK W. WHITE,
Hon. Secretary, V.R.C.
C. H. GALE,
Hon. Secretary, H.K.B.C.

Hongkong, 24th November, 1902. [3138]

ST. ANDREW'S BALL, 1902.

A few Subscribers can attend the Ball on the 29th instant but as no Subscribers or names of intending Subscribers (Naval and Military included) should be sent to the undersigned as early as possible. To prevent inconvenience to gentlemen attending the Ball, they are specially reminded that the Invitation Card Containing WILL BE COLLECTED ON ENTERING THE HALL.

DAVID WOOD,
Hon. Secretary,
Hongkong, 25th November, 1902. [3139]

NOTICE.

CONSIGNEES of Cargo, per Steamship KENNEBEC.

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or loading of the Vessel will be landed and stored at Consignees' expense.

No Fire Insurance will be effected by us in any case whatever.

STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department,
By J. W. BULLES, Agent,
Hongkong, 24th November, 1902. [3136]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GENOGLIE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

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DODWELL & CO., LTD.

Agents.

Hongkong, 23rd November, 1902. [3140]

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship TONKIN.

Captain Schmitz, will be despatched for the above ports on or about MONDAY, the 1st December.

For Freight or Passage, apply to G. DE CHAMPEAUX.

Agents.

Hongkong, 25th November, 1902. [3141]

ST. GEORGE'S BALL.

A MEETING of the SUBSCRIBERS to the ST. GEORGE'S BALL will be held by kind permission, at the CITY HALL, TO-DAY TUESDAY, the 25th NOVEMBER, 1902, at 7.15 P.M.

His Honour the Chief Justice, Sir WILLIAM MELVILLE GOODMAN, will preside.

Up to the present there are 130 Subscribers—further or intending Subscribers are requested to sign the Lists now in circulation or to notify the undersigned as early as possible.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 13th November, 1902. [3021]

HONGKONG NURSING INSTITUTION.

THE ANNUAL MEETING will be held in the CITY HALL, TO-DAY, the 24th NOVEMBER, at 12 o'clock.

K. GOODMAN,
Hon. Secretary.

Hongkong, 24th November, 1902. [3126]

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held at the FREEMAN'S HALL, TO-MORROW (WEDNESDAY), the 26th inst., at 5.30 P.M., precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st November, 1902. [3107]

ROYAL AERATED WATERS MANUFACTORY.

HE HAS Opened a Town Depot at Ice House Street to receive orders for their New and Exclusive High-Class Pure Filtered AERATED WATERS: Iced Drinks, Ice Cream, Iced Milk, Sandwiches, Tea, Excellent Cakes—especially prepared by Europeans—obtainable at our Depot. It is very convenient for ladies after a few hours' shopping to call at our Depot for a few minutes' rest and enjoy a cup of nice tea or a cold drink.

Open daily from 7 a.m. to 10.30 p.m.

Factory and Office—West Point, Tel. 367. Depo.—Ice House Street; Telephone 374. F. P. DANENBERG, Manager.

Hongkong, 21st October, 1902. [2483]

ENTERTAINMENTS

WARREN'S GRAND AMERICAN CIRCUS
ON THE PRAYA, HONGKONG
(FACING THE CENTRAL MARKET).TO-NIGHT AND EVERY EVENING,
AT 9 O'CLOCK.

CONTINUED SUCCESS OF THE NEW PROGRAMME.

EVERY ITEM RECEIVED WITH ENTHUSIASTIC PLAUSITS.

EVERYTHING TO INTEREST:

NOTHING TO OFFEND.

MATINEES EVERY WEDNESDAY AND SATURDAY AT 3.30 P.M.

Children Half-price to Matinees only.

GEO. WARREN,

Sole Proprietor.

Hongkong, 25th November, 1902. [3131]

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Hongkong, 24th November, 1902. [3126]

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held at the FREEMAN'S HALL, TO-MORROW (WEDNESDAY), the 26th inst., at 5.30 P.M., precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st November, 1902. [3107]

ROYAL AERATED WATERS MANUFACTORY.

HE HAS Opened a Town Depot at Ice House Street to receive orders for their New and Exclusive High-Class Pure Filtered AERATED WATERS: Iced Drinks, Ice Cream, Iced Milk, Sandwiches, Tea, Excellent Cakes—especially prepared by Europeans—obtainable at our Depot. It is very convenient for ladies after a few hours' shopping to call at our Depot for a few minutes' rest and enjoy a cup of nice tea or a cold drink.

Open daily from 7 a.m. to 10.30 p.m.

Factory and Office—West Point, Tel. 367. Depo.—Ice House Street; Telephone 374. F. P. DANENBERG, Manager.

Hongkong, 21st October, 1902. [2483]

NOTICE.

CONNAUGHT HOUSE HOTEL.

I HAVE this Day ASSUMED MANAGEMENT of the above Hotel.

GEO. J. CLARK.

Hongkong, 17th November, 1902. [3072]

GARTRIDGES.

NOEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resistant.

THE BEST NITRO-POWDER in the World.

PRICE of 12-BORE CARTRIDGES—

Lined with Wool.

With Powder only.

1 oz. of Wool.

Primer Case... \$1.25

Pegwood Case... 68.

6.60

Extractor Brass Cases 7.59

9.25

Apply to—

WM. SCHMIDT & CO.

Gunmakers,

Hongkong.

Hongkong, 3rd July, 1902. [183]

NOVELTY!

CHARMING XMAS AND NEW YEAR POST CARDS.

FOR SALE AT GRAHAM & CO.'S Foreign and Colonial Postage Stamps Depot, at

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS" OFFICE,

The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisito. Depot for
Eastman's Kodak Film and Accessories;
17, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers; 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Veille

PHOTOGRAPHER

X. MUMAYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8, Queen's
Road Central.

PAINTING

DAILY PRESS" OFFICE.
Proofs ready by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, etc. Fresh Water supplied to
Vessels in the Harbour.KWONG SANG & CO.,
Ship Chandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.MORE & SEIMUND,
43 and 45, Des Vaux Road. Ship Chandlers,
Sailmakers, Engineers, Commission Agents
and General Storeskeepers; Sole Agents
for Shigematsu Composition ("Crys-
talline Brand") and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY MEETING of
the Members of the above Club will be
held at the GRAND STAND, Racecourse
Enclosure, at 5 P.M. on FRIDAY, the 28th
inst. Business.—To pass the Programme of the
Race Meeting to be held in February next.
By Order,J. GRANT,
Secretary.

Hongkong, 21st November, 1902. [3089]

A. LING & CO.,

98, QUEEN'S ROAD CENTRAL.

FURNITURE STORE,
FASHIONABLE CENTRE, CARPETS,
ELECTRO-PLATE, LIQUEUR FRAMES,
AND FOOCHOW LAQUERED WARE.
Hongkong, 31st October, 1902. [265]

C. E. WARREN & CO.,

10, DES Vaux ROAD CENTRAL.

BUILDING CONTRACTORS, STONE
AND MONUMENTAL MARBLE
MASTERS.AGENTS for the TAIWAN STONE and
SHELLITE FACTORY,
THE HONGKONG BRICK & TILE CO.All kinds of SANITARY APPLIANCES
Supplied and Fitted.All classes of Building Construction under-
taken. Sanitary Board Notices receive prompt
attention. We carry the Largest Stock of
SAFES in the Colony. Call and See.Try the Taiwan Stone Lime—the Best in
the Far East.
Hongkong, 1st October, 1902. [2665]

PURE FRESH WATER

THE HONGKONG STEAM WATER
BOAT CO. LTD. is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boiler.

Call Flag W.

J. W. KEW,
Manager.

21, Des Vaux Road.

Hongkong, 13th June, 1902. [2653]

AUTOMATIC MAUSER
PISTOLS.

ALLIED 7.63 mm.

With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.

SIEGMESSE & CO.

Hongkong, 3rd October, 1902. [2664]

TO LET.

"GLENTHORPE," KOWLOON. Over-
looking Hungloong Bay. Possession
early next year.

Apply to—

EDWARD OSBORNE.

Hongkong, 24th November, 1902. [3183]

TO LET.

"ERNSTFOOT," UPPER RICHMOND
ROAD.

Apply to—

DEACON & HASTINGS.

Hongkong, 20th October, 1902. [2673]

TO LET.

FROM 1st of December next, for a Young
Man, a FURNISHED ROOM. Good
locality.

Apply to—

Care of Daily Press Office.

Hongkong, 13th November, 1902. [3016]

TO LET

TO LET.

NO. 4, KNUTSFORD TERRACE,
Kowloon.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO. LTD.
Hongkong, 22nd November, 1902. [3119]

TO LET.

KOWLOON, BY DECEMBER 1st.
A BRY, UNFURNISHED ROOM, with
large Veranda. £20 per month.
Apply to—
L. P. 52,
Care of Daily Press Office.
Hongkong, 22nd November, 1902. [3118]

TO LET.

NO. 2, MACDONNELL ROAD. From 1st
December till 1st February, 1903.
Further terms may be arranged with landlords.
Apply to—
KRUSE & CO.,
Connaught House
Hongkong, 19th November, 1902. [3091]

TO LET FROM 1st DECEMBER.

NO. 1, LADDER STREET TERRACE.
Apply to—
C. E. WARREN & CO.,
30, Des Vaux Road, Central.
Hongkong, 13th November, 1902. [3090]

TO LET.

66 WESTLEY, UPPER RICHMOND
ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 18th October, 1902. [2784]

TO LET.

NO. 3, "MAGDALENE TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st April, 1902. [2977]

TO LET.

THERETREAT, MOUNT KELLET.
HOUSES in CLIFTON GARDENS, Conduit
Road.HOUSES at CAUSEWAY BAY, facing the
Polo Ground.
NO. 1 RIPPON TERRACE.
GOODWINS at BOWINGTOM (PRAYA
EAST).
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.
Hongkong, 23rd September, 1902. [271]

TO LET.

SEVERAL WELL-FURNISHED
LARGE ROOMS. May be used as Offices.
Apply to—
THE COSMOPOLITAN HOUSE,
No. 34, Queen's Road.
Hongkong, 19th November, 1902. [3017]

TO LET.

OFFICES at 6, QUEEN'S ROAD
CENTRAL.
Apply to—
G. GIRAUDET,
Hongkong, 3rd January, 1902. [2728]

TO LET.

MERION No. 2, the Peak, 6 Rooms,
House near the Flagstaff; from 15th
October, 1902.
Apply to—
E. JONES HUGHES.
Hongkong, 7th October, 1902. [2679]

TO LET.

BAHAR LODGE, the Peak.
For terms and particulars apply to—
HUMPHREYS ESTATE AND
FINANCE CO. LTD.
Hongkong, 7th October, 1902. [2678]

TO LET.

GOODWINS No. 536, Des Vaux Road,
or Marine Lot No. 181, on a monthly
tenancy till 31st March, 1903. Possession
from 1st December next.KELLET SPUR, MOUNT KELLET, on
a monthly tenancy.HISING VILLA, POKELUIM ROAD,
29, MOSQUE STREET, GROUND FLOOR.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 7th November, 1902. [2972]

TO LET.

A COMMODIOUS Six-roomed HOUSE
in Conduit Road with Garde and
Splendid View of the Harbour.
Apply to—C. F. de CARVALHO,
14, Arbutnott Road.
Hongkong, 14th November, 1902. [3029]

TO LET.

A SPACIOUS FURNISHED Bungalow
at Peak;
UNFURNISHED, Nos. 9, 18, 19, and 20,
Bellasis Terrace.
For Terms and Particulars, apply to—
TURNER & CO.
Hongkong, 24th November, 1902. [3127]

BOARD AND RESIDENCE.

EXCELLENT View of Harbour. Ten
Minutes' walk from the Clock Tower.
Apply to—HADDINGTON HOUSE,
Kempsey Road (Opposite Union Church).
Hongkong, 14th August, 1902. [2189]

BOARD AND RESIDENCE.

MRS. GILLIANDER'S.
"GLENWOOD."
21, CANE ROAD.
Hongkong, 20th September, 1902. [2515]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Bed.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1902.THE WAY SOLDIERS WERE
TREATED.BY THE REV. E. J. HARDY, M.A.,
CHAPLAIN TO THE FORCES.

Mr. Thomas Atkins is made a good deal of now, but there was a time when, in company with his brother Jack of the sea, he was horribly treated. Indeed, service in both our Navy and Army used to be little less than slavery. Jack was captured by the press-gang and flogged almost to death if he attempted to escape, and Tommy was generally enlisted after being made drunk, or allowed to go into the Army if he had committed any offence instead of being sent to prison. Many became soldiers not from any liking for the profession, but because they were starved into it. This is seen by the nickname that still attaches to the West Riding Regiment. They are called the "Haver-Cake Lads," because it was the custom for the sergeants on the march to carry haver-cakes (which was Yorkshire for oat-cakes—haver being oats) on the point of their swords, in order to entice the hungry to enlist at the time of the Peninsula War. Towards wild, rough characters, enlisted in these ways, anything like kindness or even humanity was considered a dangerous weakness. During the great war with France our soldiers fought like heroes and were treated like convicts. They were fed, paid, clothed and housed in a way that seems to us now almost incredible. At the time to which we refer our soldiers had only one official recognised meal in the day—dinner. The celebrated politician and writer, William Cobbett, began life as a private soldier, and taught himself to read by the light of the guardroom fire. He tells us that so hungry used he to be, that once, when with great care he had put by a halfpenny or penny to treat himself to a red herring and someone stole the coin, he actually cried with vexation—and starvation. The pay at that time was about fourpence a day. There were no libraries, recreation rooms or any kind of innocent amusements in barracks. And it was even worse in foreign stations.

SHOOTING ON THE CHINA
STATION.

We take the following paragraph from the Naval and Military Record of the 23rd ult.:—
The Hongkong Navy League have offered £50 to Admiral Sir Cyprian Bridge, to be distributed in prizes to the best gunners on the China station, and although the offer has been referred to the Admiralty, we need be at no pains to guess the answer that will be given. We publish in another column the prize firing returns on that station for 1902, which we have received from our Hongkong correspondent, and the figures clearly show the keenness of the gunners on the station. Parenthetically we may remark that nothing could be more futile than the effort on the part of the Admiralty to suppress these returns or to regard them as confidential, while the firing on the China station this year has been so good that the withholding of the information from the public would be a positive injustice. Out of seventeen ships that competed no less than eight made more than 40 per cent. of hits to rounds fired, and two made over 60 per cent. The *Albion* appears in the next eight, and as this was her first year's competition the result, if not ideal, was certainly creditable. The percentage of hits to rounds fired is not the best criterion in action, but it is a safe criterion in target practice. The next test, no doubt, is the number of hits per gun per minute; but we publish the returns as we have received it, and by comparing it with the figures of last year we are able to arrive at a sound conclusion as to the progress that has been made. In 1901 the *Ocean*, with her 12-in. guns, made 14 hits for 26 rounds; in 1902 she made 17 for 25. In 1901 she made 64 hits for 115 rounds with her 6-in. guns; in 1902 she made 117 hits for 163 rounds. We thus see a slightly more rapid firing with the 12-in., and in both cases the percentage of hits to rounds fired has gone up, so that the mean of the two types of gun gives a total of 68.88 hits for every 100 rounds fired. The *Glory* was neither so rapid nor accurate as her sister, the *Ocean*, but she compares favourably with her last year's results. In 1902, with her 12-in. guns, she got 7 in 28 rounds, and in 1902 she made 21 for 21 rounds. But whereas in 1901 she made 44 hits for 102 rounds with her 6-in. guns, in 1902 she made 81 for 115. Her percentage of hits to rounds fired has, therefore, gone up from 45.09 with this particular weapon to 63.56, and her mean percentage with both types of gun is 51.45. The *Albion* was very slow with her 12-in. guns, making only 11 rounds for four hits, but with her 6-in. guns she got through 117 rounds and made 57 hits, or a percentage of 48.72. It will thus be seen that the competition among the battleships on the station has an exceedingly healthy tone, of which neither the Admiralty nor the public need be ashamed.

When we come to the cruisers we again see marks of progress arising out of the wholesome spirit of emulation. In 1901 the *Talbot*, with her 6-in. guns, made ten hits for 37 rounds, or a percentage of 27.02; in 1902 she made 25 hits for 40 rounds, or a percentage of 62.5. In 1901, with her 4.7-in. guns, she made 18 hits for 67 rounds; in 1902 she made 46 hits for 73 rounds, the percentage going up from 26.86 to 63. Here the rapidity of fire was increased, and the percentage of hits more than doubled. The *Blenheim's* progress is not less remarkable. In 1901 her 9.2-in. guns made five hits for 17 rounds, or a percentage of 29.4; in 1902 she made nine hits for 17 rounds, or a percentage of 52.9. It will be observed that there was no improvement in the rapidity of fire but the distinct improvement in the marksmanship was as 9 to 5. No less satisfactory are her returns with regard to the 6-in. gun. For whereas in 1901 she made 24 hits for 82 rounds or a percentage of 20.26 hits to rounds fired, in 1902 she made 50 hits for 84 rounds, or a percentage of 59.52. The close similarity of the number of rounds fired in the two consecutive years with the enormous improvement in marksmanship throws an interesting light on the character of the training, for while there has been no appreciable increase in the rapidity of fire the quality of the marksmanship has exactly doubled.

The Terrible want to have prize-firing this year is a gale of wind, but the task was not shirked, as it was considered desirable to ascertain what the men behind the guns could do under such circumstances as might occur in actual war. In 1901 her 9.2-in. guns fired 122 rounds for 14 hits, giving a percentage of 63.63; this year she made only seven hits for 18 rounds, or a percentage of 38.88. In 1901 her 6-in. guns fired 123 rounds for 102 hits; in 1902 109 rounds for 66 hits, thus bringing her percentage down from 72.68 to 60.55. Her rapidity and accuracy of fire were, therefore, both lowered, but her mean percentage with both types of guns was 49.71, she approximated the ideal minimum of 50 per cent. The little *Bramble*, through she did not do as well as last year, again showed the fallacy of the popular idea that good gunnery is negligible quality in a small ship. In 1901 her two 6-in. guns made 13 hits for 22 rounds, or a percentage of 59.0; and in 1902 she made 12 hits for 25 rounds, or a percentage of 48. Her improved rapidity of fire has thus been paid for by a slight loss of efficiency, but the figures here again show

that close attention is paid to the training of the men. The *Arsenal* shows an unusual improvement on last year, when her 6-in. guns made 45 hits for 142 rounds, as in 1902 her score was 59 for 154, her percentage thus going up from 41.69 to 38.31. The figures from the other ships call rather for

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four Sections, commencing from Grey Island. Vessels anchoring across Kowloon are in Section 1, nearest Hongkong; 2, midway between Hongkong and Kowloon; and those vessels berthed at the Kowloon Wharf are, together with the numbers denoting the sections.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON	AGAMEMNON	Brit. str.	—	BUTTERFIELD & SWINE	To-day	
LONDON	ULYSSES	Brit. str.	—	BUTTERFIELD & SWINE	On 23rd December	
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	P. & O. S. N. Co.	On 6th December, at Noon	
LONDON	PELICAN	Brit. str.	—	BUTTERFIELD & SWINE	On 6th January	
ANTONIOR	Brit. str.	—	F. J. Fox	BUTTERFIELD & SWINE	On 20th January	
TANTALUS	Brit. str.	—		BUTTERFIELD & SWINE	On 20th December	
ALCINOUS	Brit. str.	—		BUTTERFIELD & SWINE	On 20th January	
TYDEUS	Brit. str.	—		BUTTERFIELD & SWINE	On 20th December	
WAKASA MARU	Jan. str.	—	J. W. McMillan	NIPPON YUSEN KAISHA	On 29th inst., at D. ylight	
SYDNEY	Brit. str.	—	Negre	MESSENGERIS MARITIMAS P. & O. S. N. Co.	On 1st December, at 1 p.m.	
SHANGHAI	Brit. str.	—	C. Spicer, R.N.R.	BUTTERFIELD & SWINE	On 10th December, at Noon	
THEATR	Brit. str.	—		BUTTERFIELD & SWINE	On 20th December	
GERA	Brit. str.	2 m.	C. Dowse	MELCHERS & CO.	To-morrow, at Noon	
MARIBURG	Ger. str.	—	Neidermeyer	HAMBURG-AMERIKA LINIE	On 3rd December	
SEVILLA	Ger. str.	—	Borch	HAMBURG-AMERIKA LINIE	On 17th December	
KYOTO	Ger. str.	—	Johng	HAMBURG-AMERIKA LINIE	On 13th January	
SEZIA	Ger. str.	—	Biale	HAMBURG-AMERIKA LINIE	On 27th January	
BERMOUTH	Brit. str.	—	Wallace	GIBR. LIVINGSTON & CO.	On or about 15th December	
ALESSA	Brit. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 31st December	
BORDER KNIGHT	Brit. str.	—	Dowdell & Co., Ltd.	About 9th Inst.		
TARTAR	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 17th December	
EXPRESS OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th December	
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI & CO.	Victoria (B.C.) & Seattle via SHANGHAI & CO.	—		BUTTERFIELD & SWINE	On 29th inst.	
VIENNA (B.C.) & SEATTLE VIA JAPAN	—	—	C. H. Butler	NIPPON YUSEN KAISHA	On 2nd December, at 4 p.m.	
PORTLAND, OREGON	—	—	G. E. Warner	DODWELL & CO., LIMITED	On 11th December	
AUSTRALIAN PORTS	—	—	P. O. Craven	PORTLAND & ATLANTIC S.S. CO.	On 27th Inst., at 4 p.m.	
AUSTRALIAN PORTS	—	—	H. Fraser	NIPPON YUSEN KAISHA	On 11th December	
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	—	—		BUTTERFIELD & SWINE	On 29th Inst., at 4 p.m.	
KOBE & YOKOHAMA	—	—		McArthur	On 11th December, at Noon	
KOBE & YOKOHAMA	—	—	H. S. Bradshaw	NIPPON YUSEN KAISHA	On or about 2nd December	
NAGASAKI, KOBE & YOKOHAMA	—	—	T. Davies	NIPPON YUSEN KAISHA	On 1st December	
SHANGHAI, CHINKiang & WUHU	—	—	T. Murai	BUTTERFIELD & SWINE	On 2nd December, at Noon	
SHANGHAI, NAGASAKI, HIROGO & YOKOHAMA	—	—	E. W. Hoswell	NIPPON YUSEN KAISHA	On 29th Inst., at Noon	
S. ANGMAI	—	—	Bruhn	EAST ASIATIC TRADING CO.	To-day	
SHANGHAI	—	—		BUTTERFIELD & SWINE	To-morrow	
SHANGHAI, NAGASAKI, HIROGO & YOKOHAMA	—	—		MELCHERS & CO.	Quick despatch	
SHANGHAI	—	—		BUTTERFIELD & SWINE	On 29th Inst.	
POOCHEW, VIA SWATOW & AMOY	—	—	G. Phillips, R.N.R.	MESSENGERIS MARITIMAS P. & O. S. N. CO.	On or about 29th Inst.	
TAMSUL, VIA SWATOW & AMOY	—	—	W. B. Palmer, R.N.R.	MESSAGERIS MARITIMAS P. & O. S. N. CO.	On 1st December	
AMOY, MANILA, CEBU & ILOLO	—	—	I. Goto	OSAKA SHOSEN KAISHA	On or about 6th December	
SWATOW, AMOY & POOCHEW	—	—	T. W. Groves	OSAKA SHOSEN KAISHA	On 3rd December	
MANILA	—	—	Rosen	BUTTERFIELD & SWINE	To-morrow	
MANILA, DIRECT	—	—	Bishop	DOUGLAS LAIRBAK & CO.	Today, at 11 A.M.	
SINGAPORE & CALCUTTA	—	—	R. Rodger	MITSUI BUSSAN KAISHA	To-morrow, at Noon	
SINGAPORE, PENANG & COLOMBO	—	—	H. Fraser	SHEWAN, TONES & CO.	To-morrow, at Noon	
BOMBAY, VIA SINGAPORE & COLOMBO	—	—	W. Lovason	NIPPON YUSEN KAISHA	On 27th Inst., at 4 p.m.	
BOMBAY, VIA SINGAPORE & COLOMBO	—	—	James Young	SHEWAN, TONES & CO.	On 3rd December, at Noon	
—	—	—	Dodwell	LADOLNE, MATTHESON & CO.	To-morrow, at Noon	
—	—	—	W. W. Cook, R.N.R.	SANDS, WIELER & CO.	On 27th Inst., P.M.	
—	—	—	J. Port	NIPPON YUSEN KAISHA	On or about 10th December	
—	—	—			On 4th December, at Noon	

SHIPPING.

ARRIVALS.

NOV. 23. ALACRITY, British str., 1,700.

Nov. 24. ESKIMO, R.N.R., Nagasaki 12th Nov.

Nov. 24. AMMENON, British str., 1,700.

Nov. 24. S. ANGMAI, British str., 1,700.

Nov. 24. DUTCHFIELD & CO.

Nov. 24. ARIEL, Norwegian str., 900.

Nov. 24. ARIEL, British str., 900.

Nov. 24. BORDER KNIGHT, British str., 2,300.

OCEAN STEAM SHIP COMPANY, LTD.

FROM
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...

STEAMERS
OUTWARDS.
"PELEUS"..... On 3rd December.
"TYDEUS"..... On 15th December.
"TELEMACHUS"..... On 31st December.
"PROMETHEUS"..... On 8th January.

FOR
LONDON
AMSTERDAM and LONDON...
LIVERPOOL DIRECT
(Taking Cargo at London Rates.)
LONDON.....
LONDON.....
LONDON.....
LIVERPOOL...
(Taking Cargo at London Rates.)
The S.S. "AGAMEMNON" from Shanghai has arrived, and leaves for Singapore to-day.

STEAMERS
HOMEBWARDS.
"AGAMEMNON"..... To SAIL On 25th November.
"TANTALUS"..... On 6th December.
"ALCINOUS"..... On 26th December.
"ULYSSES"..... On 23rd December.
"PELUS"..... On 6th January.
"ANTENOR"..... On 20th January.
"TYDEUS"..... On 20th January.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS. [1]

Hongkong 25th November, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

FROM
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...

STEAMERS
OUTWARDS.
"MOVUNE"..... On 27th November.
"OPACIE"..... On 10th December.
"NINGCHOW"..... On 25th December.

FOR
MARSEILLES, HAVRE, LONDON and ANTWERP...
STEAMERS
HOMEBWARDS.
"TEEN KAI"..... To SAIL On 26th December.

BUTTERFIELD & SWIRE,
AGENTS. [2402]

VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST POINTS, via
NAGASAKI, KOBE & YOKOHAMA) "NINGCHOW"..... On 27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS. [2402]

Hongkong, 26th November, 1902.

CHINA NAVIGATION CO. LIMITED.

STEAMERS
OUTWARDS.
"WOONSUNG"..... To SAIL On 25th November.
"SHANSI"..... On 26th November.
"SUNGKIAANG"..... On 26th November.
"FOOCHOW"..... On 29th November.
"CHINGTU"..... On 4th December.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS. [1]

Hongkong, 25th November, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOLU, KORE & YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON
INDRA SAMIAH 5,197 R. P. CRAVEN December 14, 1902
INDRA VELL 4,899 W. C. Craven January 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT. [114]

Hongkong, 13th November, 1902.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Lodging. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON	LEADS IN OCEANS AND
ZAFIRO	2540	R. Roden	Manila Direct	26th Nov., at Noon.
RUBIS	2540	W. Lawson	do.	3rd Dec., at Noon.
TESSA	1680	J. McGinn		
DIMANTHO	1680	A. H. Nately		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS. [281]

Hongkong, 25th November, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, SAUDI, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH & LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"PARAMATTA" Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 6th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent. [1]

Hongkong, 24th November, 1902.

"BEN" LINE OF STEAMERS

FOR GENOA, LONDON AND ANTWERP. THE Steamship

"BENMOHR". Captain Wallace, will be despatched as above on or about the 15th December.

For Freight or Passage apply to

GIBB, LIVINGSTON & CO., Agents. [297]

Hongkong, 7th November, 1902.

NIITON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE

FOR MANILA.*

THE Company's Japanese Mail Steamer

"KASUGA MARU."

(1,000 Tons; Captain H. Fraser), will be despatched for the above port on THURSDAY, the 27th inst., at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager. [2963]

Hongkong, 6th November, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at MAN LA, TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain McArthur, will be despatched as above on THURSDAY, the 11th December, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents. [2963]

Hongkong, 22nd November, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, at 1 P.M., the Company's Steamship "SYDNEY", Captain Negro, with Men Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the ss. "Polymeris", which vessel takes on her Passengers and Mail, leaving the port on the 13th December, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 30th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Passengers are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPAUX,

Agents. [2402]

Hongkong, 19th November, 1902.

NOT RESPONSIBLE FOR DEBTS.

NOTICE

S. S. "SALAMANCA," FROM BANGKOK.

CONSIGNEES

per Company's Steamer

"TEEN KAI"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. A. HEWETT, Superintendent. [2402]

Hongkong, 21st November, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES

per Company's Steamer

"MONMOUTHSHIRE"

Captain H. Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents. [2402]

Hongkong, 21st November, 1902.

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH AND LONDON.

THE Steamship

"MONMOUTHSHIRE"

Captain H. Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents. [2402]

Hongkong, 21st November, 1902.

NOTICE TO CONSIGNEES

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"ST. HASSBURG"

Captain Madson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from along.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON

To-day, 29th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &

POST OFFICE NOTICES.

The *Toukin*, with the French Mail of the 31st ult., left Singapore on Monday, the 24th inst., at 3 p.m., and may be expected here on or about Monday, the 1st prox. This packet brings replies to letters despatched from Hongkong on the 27th September.
The *Empress of Japan*, with the Canadian Mail, left Shanghai on Sunday, the 23rd inst., at 2 p.m., and may be expected here today.
The *Bayern*, with the German Mail of the 28th ult., left Singapore on Saturday, the 22nd inst., at 7 p.m., and may be expected here on or about Thursday, the 27th inst.
The *America Maru*, with the American Mail of the 30th ult., left Yokohama on Thursday, the 26th inst., at daylight, and may be expected here on or about Friday, the 27th inst.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton		Tuesday, 25th, 7.30 A.M.
Bangkok		Tuesday, 25th, 9.00 A.M.
Singapore, Amoy and Foochow		Tuesday, 25th, 10.05 A.M.
Tsingtao and Chefoo		Tuesday, 25th, 10.00 A.M.
Hongkong		Tuesday, 25th, 11.00 A.M.
Macao		Tuesday, 25th, 1.15 P.M.
Chefoo		Tuesday, 25th, 2.00 P.M.
Shanghai		Tuesday, 25th, 3.00 P.M.
Canton		Tuesday, 25th, 5.00 P.M.
Hoihow and Pakhoi		Tuesday, 25th, 9.00 A.M.
Quangtchow, Hoihow, Pakhoi and Haiphong		Wednesday, 26th, 10.00 A.M.
Manila		Wednesday, 26th, 10.00 A.M.
Singapore, Penang and Calcutta		Wednesday, 26th,
Manila		

EUROPE, &c., India via Tuticorin.
(Late Letters 11.15 to 11.30 A.M. Extra
Postage 10 cents).

FOR	PER	DATE
Amoy, Manila and Iloilo		Tuesday, 25th, 11.00 A.M.
Shanghai		Wednesday, 26th, 4.00 P.M.
Singapore and Bombay		Wednesday, 26th, 4.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne		Thursday, 27th, 1.00 P.M.

HANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO.
(Supplementary mail on board to the time
fixed for departure of the mail.) Extra
Postage 10 cents).

Nagasaki, Kobe and Yokohama
Singapore, Penang and Colombo
Shanghai

TO-DAY.

Sale, Bolts, &c., Sales Rooms, Messrs. Hughes & Hough, 11 a.m.

Meeting of the China Traders' Insurance Co., Ltd., noon.

Meeting of the Hongkong Steam Water-Bus Co., Ltd., noon.

Annual Meeting of the Hongkong Nursing Institution, City Hall, noon.

Sale, Furniture, Water Police Station, Tsim-tsa-tsin, Mr. V. I. Remond, 2.30 p.m.

Sale Machinery, Nos. 2 & 3, Siakuan Road.

Messrs. Hughes & Hough, 3 p.m.

Meeting of Subscribers to St. George's Ball, City Hall, 4.15 p.m.

Janet Walcott Co., Theatre Royal, 9 p.m.

Warren's Givens, on the Recreational opposite the Central Market, 9 p.m.

TO-MORROW.

Sale, Curios, Sales Rooms, Mr. Geo. P. Lammett, 10 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

25th November.

TELEGRAMS—

Telegraphic Transfer—

Bank Bills, on demand

Bank Bills, at 4 months' sight

On PARIS—

Bank Bills, on demand

On GENEVA—

On demand

On NEW YORK—

Bank Bills, on demand

On BOMBAY—

Telegraphic Transfer—

Bank Bills, on demand

On CALCUTTA—

Telegraphic Transfer—

Bank Bills, on demand

On SHANGHAI—

Bank Bills, at sight

On TOKIO—

On demand

On MANILA—

On demand

On SINGAPORE—

On demand

On LAOSA—

On demand

On HAIPHONG—

On demand

On SAIGON—

On demand

On HONGKONG—

On demand

ON LEBANON—

On demand

ON OPIUM—

On demand

Malaya New \$100 to \$120 per picul

Malaya Old \$1030 to \$1050

Malaya Older \$1080 to \$1100

P. F. per wrapped

Persian fine quality \$780

Persian extra fine

Patna New \$975 to per cwt.

Patna Old \$880 to per cwt.

Bengal New \$975 to per cwt.

Bengal Old \$880 to per cwt.

Malaya New \$100 to 1 cwt.

Malaya Old \$1030 to 1 cwt.

Malaya Older \$1080 to 1 cwt.

Malaya New \$100 to 1 cwt.

Malaya Old \$1030 to 1 cwt.

Malaya Older \$1080 to 1 cwt.

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